

REMARKS

Reconsideration and allowance of the subject application in view of the foregoing amendments and the following remarks is respectfully requested. Entry of the above amendments is respectfully solicited under Rule 116 in that they place this application in condition for allowance.

Claim amendments/Status

Claims 1-15 remain pending in the application. The independent claims have been amended to improve the clarity with which they set forth the subject matter for which protection is sought.

More specifically, claim 1 has been amended to clarify that the feeler line ground path is a ground path that an aircraft follows when turning at the maximum rate. The word "if" has been deleted from the claim, and it is respectfully submitted that the Examiner's objection under 35 USC § 112 that it is unclear whether or not the ground path can be computed if a turn is not at a maximum rate has been addressed. The Examiner is requested to withdraw his objection under 35 USC § 112 second paragraph.

Further clarifying amendments have also been made to Claim 1. In particular, Claim 1 has also been amended to specify that computing of the feeler line ground path includes taking into account the effect of the wind on the path of the aircraft. Basis for that amendment can be found for instance at page 3, lines 14 to 17 and line 28.

Claim 1 has been further amended to explicitly recite that two alternative flight paths for the aircraft are displayed simultaneously on a navigation screen. The alternative flight paths are the feeler line ground path and the ground path to be captured. Basis for the amendment can be found, for instance, in Figure 4 and associated description, page 4, line 1 and page 5 lines 24 to 29.

Claim 1 has also been amended to clarify that a ground path is a projection on the ground of a flight path of an aircraft. Basis for that amendment is found at page 1, lines 16 to 19.

Corresponding amendments have been made to Claims 6, 14 and 15.

Rejections under 35 USC § 103

The rejection of claims 1-15 under 35 U.S.C. § 103(a) as being unpatentable over Knoll (US 20020010530A1), is respectfully traversed.

The claimed invention provides for the simultaneous display of two alternative flight paths for an aircraft. The claims have been amended to clarify that point.

One of the paths is a ground path to be captured (for example, an approach path, a path to avoid obstacles, or a traffic avoidance path) and the other of the paths is a ground path that an aircraft follows when turning at the maximum rate taking into account the effect of the wind.

In order to understand the invention fully, it is important to note that a ground path is not a path followed by the aircraft when actually on the ground, but instead it is the projection onto the ground of an aircraft flight path. Effectively, it may be a representation the aircraft flight path viewed from above. The claims have also been amended to clarify that point.

By providing for the simultaneous display of the two alternative paths for an aircraft, it is straightforward for a pilot to compare the two paths and to predict accurately the correct moment at which to turn the aircraft in order to place the aircraft on the flight path to be captured (for example, a desired approach path, a path to avoid obstacles, or a traffic avoidance path) taking into account the effect of the wind.

Figure 4 of the application in suit illustrates, purely by way of example, an embodiment of the invention in which there is clearly the simultaneous display of two alternative paths – the dotted line 1 representing the path to be captured, and the solid lines 6A 6B representing a feeler line path. By comparing the two simultaneously displayed paths, the pilot is able to determine the correct position (position B) to begin his turn so as to ensure that the aircraft rejoins the flight path to be captured (at position B').

In complete contrast to the claimed invention, Knoll describes the display of only a single flight path on an aircraft flight control display (Figure 1 cited by the Examiner). The flight path represents the approach to a destination 13A from a current position 10 via a flight section 11, a defined way point 12 and following sections 15, 16 and 17. The various sections – 11, 12, 15, 16 and 17 make up a single flight path leading from the current position 10 to the final destination 13A.

There is no disclosure or suggestion in Knoll of the simultaneous display of two alternative paths for an aircraft as required by the claimed invention. Thus, it is respectfully submitted that Claim 1 is clearly novel in view of Knoll.

On page 5 of the Action the Examiner has suggested that Sections 15 and 16 of Knoll correspond to a feeler line and that Section 17 corresponds to a ground path. It is respectfully submitted that Sections 15, 16 and 17 are different sections of a single flight path and do not represent two alternative flight paths as required by Claim 1 as amended.

In light of the above comments it is respectfully submitted that neither Knoll nor any of the other prior art cited by the Examiner discloses or suggests the features of Claim 1 and that Claim 1 is clearly both novel and inventive over the cited prior art.

Equivalent arguments apply to Claim 6, 14 and 15 and each of those claims is also both novel and inventive over the cited prior art.

Each of the dependent claims includes additional novel and inventive features, and it is respectfully submitted that each of those claims is also both novel and inventive due to its dependency on Claim 1 or Claim 6.

Conclusion

It is respectfully submitted that the claims as they have been amended are allowable over the art which has been applied in this Office Action. Favorable reconsideration and allowance of this application are courteously solicited.

To the extent necessary, a petition for an extension of time under 37 C.F.R. 1.136 is hereby made. Please charge any shortage in fees due in connection with the filing of this paper, including extension of time fees, to Deposit Account 07-1337 and please credit any excess fees to such deposit account.

Respectfully submitted,
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